Every Saturday Morning. City and feland Subscriptions, \$6.00 a Year. \$3.50 for Six Months. Foreign Subscriptions. \$8 to \$10 a Year.

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THE PACIFIC Commercial Advertiser.

The Hardest Time of All.

There are days of deepest sorrow In the season of our life; There are wild, despairing moments, There are hours of mental strife. There are times of stony anguish, When the tears refuse to fall ; But the waiting time, my brothers,

Is the hardest time of all. Youth and love are oft impatient, Seeking things beyond their reach; And the heart grows sick with hoping, Ere it learns what life can teach.

For, before the fruit be gifthered, We must see the blossoms fall ; And the waiting time, my brothers, Is the hardest time of ail. Loving once, and loving ever.

It is sad to watch for years For the light whose fitful shining Makes a rainbow of our tears. It is sad to count at morning All the hours to evenfull; O the waiting time, my brothers,

Is the hardest time of all.

We can bear the heat of conflict, Though the sudden crushing blow, Beating back our gathered forces, For a moment lay us low. We may rise again beneath it, None the weaker for our fall; But the waiting time, my brothers,

In the hardest time of all.

For it wears the eager spirit, As the salt waves wear the stone, And Hope's gorgoous garb grows threadbare, Till its brightest tints are gone.

Then amid youth's radiant tresses, Silent snows begin to full ; O the waiting time, my brothers, Is the hardest time of all. Vet at last we learn the lesson, That God knoweth what is best,

And a silent resignation Makes the spirit calm and blest; For, perchance, a day is coming, For the changes of our fate, When our hearts will thank Him meekly That he taught us how to wait.

[From the Staffordshire (Eng.) Sentinel.]

An Overland Journey from San Francisco

to New York.

A lady who has recently arrived in England, after accomplishing the journey from San Francisco to New York by the new Pacific Railway, has courteously placed her diary at our disposal, which we proceed to lay before our readers, not

doubting that it will be read with interest :-We arrived in San Francisco on the 7th of May, having come from New Zealand, via Tahiti and the Sandwich Islands. A few days after our arrival, the celebration of the laying of the rail -at the junction of the Union and Central Pacific Railroads-took place, and three days afterwards, on the 12th, we left San Francisco. taking the river steamer to Vallejo, and thence by rail to Sacramento. There we met a party of ladies and gentlemen, who had that morning arrived from Omaha; and their reports of the journey were much more favorable than those we had read in the San Francisco papers. They gave us some hints, too, as to what we should find useful on the way-such as a supply of food, ten, etc.-for that part of the road, where we should be unable to procure it. Our party consisted of seven. We find a common stock of provisions-sardines, biscuits, cheese, etc., and each of us was supplied with a in "pannikin," plates, and spoon, which did us good service by the way. Our train left Sacramento at 6 A. M. The ears were full of passengers, about forty of whom we found were bound for the East, the rest were mostly on their way to "White Pine" -a mining district newly opened in Nevada, said to be very rich in silver. After crossing the Sacramento river, the line runs through rich park-like scenery, the landscape dotted all over with the Colifornian oak, and the luxuriant grass full of wild flowers of bright and varying colors. I noticed the calliopsis, larkspur, eschscholtzia, lupin, and poppy, in great masses; and there were many more, which I could not identify. The tree lupin was in full flower, and very beautiful. California is richer in flowers than any we were passing over the dreariest part of the country I have seen. After twenty-two miles road during the night. Humboldt Plains, a Queen Street. tiful. California is richer in flowers than any ride we came to Rocklin, a pretty little town, the quarries of which supply Sacramento and San Francisco with granite for building purposes. At the station was a regiment of soldiers just arrived from the Fast. They had a fine band with them, which played Schubert's "Leise flehen" as we stopped. The nut pine we met with first here; it abounds in the Sierra Nevadas, and its nuts are a great article of food with the Indians. Nine miles further on-through a pleasant country of gentle hills and valleys-we came to Newcastle, where we had a magnificent view of a vast wooded and cultivated plain, and beyond it the Sierra Nevadas; five miles more brought us teeth, were looked upon by the unwashed majority to Auburn-well named after the poet's "sweet village of the plain." It is the centre of a large agricultural district, and has three good-sized churches, and many pretty cottages in the midst of orchards and gardens. There are some vineyards, too, which seem to promise a rich harvest. From Clipper Gap, the next station, to Colfax, is the steepest grade of the Central Pacific line, in commencing the ascent of the Sierra Nevadas; the summits of which, capped with snow, we saw before us in the distance. The line of road

a large village of tents, occupied by the Chinamen at work on the line. They were just then all busy making a shorter road for the line across a ascends here 116 feet to the mile. Colfax was formerly the centre of a large mining district; on each side the line, along the bed of a mountain stream, are traces of goldwashing operatain stream, are traces of goldwashing opera-tions, now abandoned by the Americans and work quietly and well under their American overtaken up by Chinamen, who are still able to seers. A few dirty Indians were hanging about work profitably. There is a splendid view here, the tents, picking up what they could. Across in the distance between the swampy plain we got a fine view of snowy two high bluffs, dark with pines, are snowy mountains. After passing it, the line and river mountain ranges. After leaving Colfax the line run side by side between perpendicular rocks, winds in and at land where winds in and out round the mountain sides, and and come out again on swampy flat land, where on a simple trestle work 115 feet high over a we saw some hot-water springs steaming up; on deep ravine; then round a high bluff called a tent near them we read "Warm Springs," in Cape Horn which rises abruptly out of the valley; the railroad being cut 1,700 feet above its base. Looking out of the windows we could see nothing of the road beneath us, and seemed to be traveling the road beneath us, and seemed to be traveling through the air. The ravines be- a crowd of Indian women came up to our train, low, in these apparently dangerous places, are so beautiful that we forgot all fear in the delight of gazing on them. Gold Run is the next station, and then Dutch Flat, in the valley, with the American river running through its low to the control of them. American river running through it; here, too, the cake, &c., to them, and some pictures, which

scenery was very fine, the steep mountain sides covered with pines; and far below us, like a silver thread, the winding river. The settlers ments and feathers, seemed greatly in vogue about here grow a great many strawberries, of a amongst them, and they seemed to leave the begvery light pink color, and at each stopping place ging to the women; no doubt, like our more civ-they brought them round for sale, at 1s. 6d. and ilized vagabonds, sharing the results in private. 2s. per pint.

And now we were fairly amongst the snow and the snow sheds—which are built to protect the line.

This was quite an assuming place; there were the "Pacific Brewery;" "Mr. B., merchant tailor;" and the snow sheds—which are built to protect "Dr. Ebb," "The Oasis," and "Capitol." the line—over our heads, which was rather provoking, as they always seemed to come at the finest points of view. There are from twenty-five to thirty miles of the company of Dicken's "flourishing five to thirty miles of the company finest points of view. There are from twenty-five to thirty miles of them, and the company intend to build twenty-five miles more. They are very strong, built of heavy timber, so as to the line from the falls of snow. At Cisco, 5,911 dinoer, and had what our American friends

and stand outside on the platform between the able to make for two or three whole days. Then

cars, so as by stooping to steal views under the sheds of the ravines below the line, In this way we got our first peep of the beautiful "Donner little politeness about it. The country after this

was flat and barren. About six P. M., we came

to a pretty little settlement amongst some dwarf

cedars, called Cedar Pass. There were about

two hundred and fifty horses and many big

wagons, used to draw fuel to supply the engines,

at rest for the night; further on we saw many

groups encamped around bright fires, looking very

picturesque as the darkness came on. We made

our first picnic meal here in the cars on sardines,

biscuits and preserved peaches. It created quite

a little excitement; there was the making of the

tea, and afterwards the difficulties of dish-washing

were not few. I regret to have to say that on

one occasion (fortunately towards the end of our

journey) we lost our teapot. We had given it to

a boy at a station to procure hot water to infuse

our tea, and given him a shilling for his trouble. The stupid lad brought it back with cold water;

we sent him back with it, but, before he had

time to return to us, the train moved on. Our

disappointment may be imagined. Near Cedar

Pass are some warm springs, called "Indepen-

To be concluded next week.

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NUUANU STREET, HONOLULU. 1y

dence Springs."

course; and these cut timber for the use of six Sales Room on Queen Street, one door from

look barren and dreary; a few nut pines and Importers and Dealers in Hardware, Dry Goods, great patches of a wild dwarf sunflower are the

so we were able to take a little walk; and came Importers & Wholesale Dealers in Wines, Spirits, &c.

On getting back to our places in the car, we Commission Merchant and General Shipping Agent,



PUBLISHED AND EDITED BY HENRY M. WHITNEY.

called "A good square meal." It was so pleas-

ant afterwards to bathe one's hands and face in

the cold mountain stream, and we felt a delight

in being once more amongst the snow, not having

seen it for six years. Two of our party had never seen it before. The ride on to "Summit,"

next station, was very grand-on high mountain

ridges, the mountain streams, swollen with the

melting snow, bursting out continually in cas-

cades, under the sheds huge icicles; and often

we would transgress against the railway laws

Lake," one of the finest sights on the whole line.

Summit Station is at an elevation of 7.042 feet.

A few years ago, two large parties of emigrants

were snowbound and starved to death here. A

little further on we got a full view of the lake.

It is of an oblong shape, about five miles in

length, steep mountain sides on each side of it,

and the waters look from the heights of a deep

lovely blue, which contrasts finely with the

snowy peaks above. At the heart of the lake,

on a flat, is a village of log huts, occupied by

laborers employed in cutting timber, which is

The line decends rapidly again, and, after

passing over the Truckee river on a long bridge of trestle work—the dark green waters foaming

far below us-we arrived at the pretentious-

looking little town of Truckee. The station was

crowded with navvies, "roughs," Chinamen, and diggers, bound for White Pine. On each

side the one long street, small wooden shanties

bear ambitious names-there is the "Virginia

Saloon," "Magnolia Theatre," "Bank Ex-

change," etc. However, in a short time no

doubt there will be a fine city here, as the plain offers great facilities for building. The line runs alongside the river for a few miles till we reach

Boca, which abounds in sawmills. We were told

that the Truckee turns eighty-one sawmills in its

turesque here; on the other side of the river rugged

rocks rise abruptly; in one place having the

formation of the front of a huge organ. Here

Nevada, still following the course of the Truckee.

which, running through that state, empties itself

into Pyramid fake. The country now begins to

change one of the cars which was out of order;

upon a party of Indian squaws, seated on the

ground in a circle, very much engrossed in a

game of cards, while a papoose at the back of one of them was screaming unheeded. They told us

they belonged to the Washoe tribe. They were

garments; many strings of beads round their

necks. On the small houses here we read

"Meadow Lake Saloon," "Verdi House," "Fruit

Verdi the country becomes still barer, the hills

covered with wild sage bushes, on past Reno, till we reach "Clarke's," a pleasant green spot with an hotel and farm. About dusk we reached

Wadsworth, where we had a good supper. It is

already quite a town, but very ugly; the country

were disappointed to find part of the room we

had had so far, appropriated, and we were likely

to be crowded for the night. These cars are not

so comfortable as the better English second-class

carriages would be for sleeping in; and we had no hope of the regular sleeping cars—which are

very comfortable-for three nights to come. We

had to make the best of it-I lying on the seat, which was very short, and my husband in a half-

sitting posture, on rugs on the floor in front of

my bench. Nobody slept very much; but just as

I had got into a nice little sleep, the wretched

boy, who had come through the cars at intervals

all the day before with cigars, pea-nuts, etc., for

sale, rushed through, shouting "twenty minutes

thought we had got through the night in a won-

derfully quick manner; but, to our disgust, on

asking what time it was, we were told "one A.

the majority of us, feeling greatly injured, turned

over to try and sleep again. Again, at three

A. M., the farce was repeated, and this time

boy; and sleep forsook us altogether. Fortunately,

dreary desert of sage bushes, dry bones scattered all over it; a glimpse of Humboldt Lake we caught through the darkness—Oreana, Humboldt

City, Mill City, and Winnemucca, but it was too

dark to distinguish anything of these places, as it rained heavily. This rain was very fortunate for us, it settled the sand and black dust, which we

had been told was fearful in crossing the desert

here. The morning toilet was a very partial and

the car and washed our faces and hands, as the

cars proceeded, by turns out of our little tin cups,

and those of us who insisted on brushing our

At Argenti, an old staging station, we had breakfast; this desolate place had the pleasantest,

neatest girls as waiters that we saw anywhere on

the line. We were surprised, too, to find steaks,

chops, hotcakes, &c., so abundant in the desert.

A little further on we came to some very romantic

scenery, following the course of the Humboldt

river, till we reached Beowawe, which was quite

swamp. The California part of the line has been

made entirely by Chinamen, with whom the

with great amusement.

city of Eden.

breakfast, ladies and gentlemen." We

A few sleepless individuals took a meal,

round is so uninteresting too.

dirty, dressed in remnants of European

only objects that strike one's eye. At Verdi, a few miles further on, we had to stay awhile to PRANK BROWN.

sent on up a tramway to Truckee station.

HONOLULU, HAWAIIAN ISLANDS, OCTOBER 30, 1869.

of their hanging nests; many swallows, which had built in colonies on the faces of the rocks; clusters of bright crimson flowers on the light stony sod, looking like " portulaceæ;" and the forma-tions of rock were often curious. Looking beyond Dentist, the valley, we had a fine view of the Humboldt mountains. At Elko the passengers for White Pine left us. There was a crowd of rough-looking men here; but we managed to get a good dinner, which we ate with the more zest, from the fact DR. J. MOTT SMITH. that it was the last regular meal we should be

Deutist, Office corner of Fort and Hotel Streetz. E. HOFFMANN, M.D. Physician and Surgeou, Corner Merchant and Kanhumanu sts., near Postoffice. 687 ly

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Wholesale Dealers in Clothing, Boots, Shoes, Hats, Merchandise and Chinese Goods. No. 4 MERCHANT ST., (700 6m) HONOLULU. Fire-proof Store, Numann Street. things," which we supposed implied what the Americans call "ean fruits." After leaving Dry Goods,

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abuse and threats were hurled at the wretched CHAS. N. SPENCER & CO., General Commission Merchants, [685 ly] EDWIN JONES. Grocer and Ship Chaudler.

LAHAINA, MAUI Money and Recruits furnished to Ships on Favorable Terms JOHN THOS. WATERHOUSE. Importer and Dealer in General Merchandise,

rough one. We stood outside on the platform of J. S. WALKER S. C. ALLEN WALKER & ALLEN. Shipping and Commission Merchants, HONOLULU, H. I.

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ONOMEA PLANTATION. Sugar and Molasses-Crop 1869,

Sugar and Molasses-Crop 1869, COMING IN, FOR SALE IN QUANTI-TIRS to suit purchasers, by WALKER & ALLEN, Agent. WAILUKU PLANTATION. NEW CROP, NOW COMING IN.
For Sale by
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HONOLULU STEAM BAKERY! R. LOVE & BROTHERS, Proprietors, NUUANU STREET. DILOT, MEDIUM AND NAVY BREAD,

Also, Water. Soda and Butter Crackers. JENNY LIND CAKES. &c. SHIP BREAD REBAKED on the shortest notice. FAMILY BREAD, made of the Best Flour, baked daily and N. B.—BROWN BREAD OF THE BEST QUALITY.

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WAIMEA TANNERY, For sale at the lowest market rates by A. S. CLEGHORN, Agent. CALCULATED TO SCORE FROM 120° to 2400 Fahrenheit. 75 Cents to \$1.50 each. For Sale by H. M. WHITNEY.

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REPAIRING DONE WITH CARE AND NEATNESS. -ALSO-Particular attention given to

Orders from the other Islands promptly executed. F. H. & C. SECELKEN,

Nauann Street, bet. Merchant and Queen, HAVE CONSTANTLY ON HAND Stoves, Lead Pipe, Galv. Iron Pipe, Plain and Hose Bibbs, Stop Cocks, India Rubber Hose—best 3-ply in lengths of 25 and 50 feet, with Coupling and Pipe complete. Also, a very large stock of Tinware of every descrip-tion. Jobbing and Repairing done to order promptly and war-ranted. Particular attention given to Ship Work.

Thankful to the citizens of Honolulu, and the Islands generally, for their liberal patronage in the past, we hope by strict attention to business to merit the same for the future. Ur Orders from the other Islands will be carefully attended

PACIFIC BRASS FOUNDRY. THE UNDERSIGNED WOULD RE-

dispatch and at reasonable rates.

The All kinds of ship and plantation work furnished on short ntly on hand, hose couplings of the following.

88 M. T. DONNELL, IMPORTER AND MANUFACTURER OF

Suitable to this market. Old Furniture repaired and Mattrasses of all de-Before buying elsewhere call at 86 and 88 King street.
693 ly

692 Near the Drug Store of J. Mott Smith & Co. 1y E. G. ADDERLEY, SADDLE & HARNESS MAKER.

G. CLARK, Boot and Shoe Maker and Dealer in Leather and

Shoe Findings. Hotel Street, bet, Novama and Mannakea Sts. Tr Orders from the country solicited and promptly attended to on the most reasonable terms. 690 ly

W. G. WOOLSEY.

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DALTON & BLAUVELT. Saddle and Harness Makers,

KING STREET, HONOLULU. Carriage Trimming in all its Orders from the other Islands promptly attended to. 681 ly

J. M. OAT & SON, Sail-Makers. KAAHUMANU STREET, out from our Loft. 669 ly

JOHN NOTT & CO., COPPER AND TINSMITHS. TAKE PLEASURE IN ANNOUNCING TO the public that they are prepared to furnish all kinds of Copper Work, consisting in part of STILLS, STRIKE PANS, SORGHUM PANS, WORMS, PUMPS, etc., etc. Also on hand, a full assortment of Tinware,

Which they offer for sale at the lowest market prices.

ALL KINDS OF REPAIRING DONE WITH NEATNESS AND DISPATCH

W. BENNETT, BOOT AND SHOE MAKER,

J. H. WICKE, CABINET MAKER.

A. DOIRON, FORT STREET. IS PREPARED TO REPAIR COMING IN. FOR SALE IN QUANTITIES to suit purchasers, by
WALKER & ALLEN, Agents.

WATCHES, CLOCKS AND MUSIC BOXES
With promptoess and dispatch.

BY

PRINCEVILLE PLANTATION. GEORGE W. NORTON COOPER AND CAUCER. WILL CONTINUE THE BUSINESS At the Old Stand, on the Esplanade, Next above the Custom House

> COOPER AND CAUGER. ESPLANADE. NEXT DOOR ABOVE L. L. TORBERT'S.

BOOT AND SHOE MAKER, BEGS RESPECTFULTL to notify his friends and the public generally that he has taken the Stand on Fort Street, recently occupied by Mr. Andrews as a Machine Shop, where he is prepared to execute all orders in his line with promptness and in a workmanlike manner. 663 ly

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Of Every Description. Furniture Ware Room on Fort street, opposite E. H. Boyd's Family Market; Workshop at the old stand,
Hotel street, near Fort.
N. B.—Orders from other islands promptly attended to. 489-1y

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-BETWEEN-HONOLULU AND SAN FRANCISCO.

North Pacific Transportation Co.

TIME TABLE

STEAMSHIP IDAHO HONOLULU.

SAN FRANCISCO. DEPARTURES. ABRIVALS. aturday...........Oct. 2 Wednesday..........Nov. 3 Wednesday...... Nov. 10 Friday...... Dec. 10

For Freight or Passage, or for further information, apply to

CAPTAIN R. S. FLOYD. Or to the Company's Agents. For Hilo and Onomea, flawaii.

Schooner Annie,
Will run as a Regular Packet to the above ports. For For Hilo and Kaupakuea, Hawaii.

WALKER & ALLEN, Apents REGULAR OAHU PACKET.

THE SLOOP CAPTAIN DUDOIT,

CHAS. N. SPENCER & CO., Agents. FOR HILO AND KOHALA

MPAUAHI. W. H. Babcock, Com., Will run to Hilo, touching at Honoipu.

For Freight or Passage apply to the Captain, or to 686 6m C. N. SPENCER & CO., Agents. FOR KONA AND KAU. THE SCHOONER

Capt. J. Whitford, Will run regularly on the above route. For Freight or Passage apply to the Captain, or to 686 6m CHAS. N. SPENCER & CO., Agents.

FOR KONA, HAWAII. THE SCHOONER

Capt. Joe West. Will run regularly to ports on Kona, touching at Kohala on her return.

Regular Packet for Hanalei, Kauai. THE CLIPPER SCHOONER FAIRY QUEEN.

Will Sail as a Regular Packet as above. For Freight or passage apply to WALKER & ALLEN. THE POPULAR CLIPPER SCHOONER LILIU

REGULAR PACKET LAHAINA AND MAKEE'S LANDING.

E. D. CRANE......MASTER. Will run regularly between Honolulu and the above named ports.

Regular Packet for Lahaina. THE WELL-KNOWN EXTREME CLIPPER Schooner J. C. CLUNEY, MASTER.

Dilke's Greater Britain. RECORD OF TRAVEL IN ENGLISH-SPEAKING COUNTRIES, during 1886 and 2867. Price

Novels, New and Old. A N INVOICE JUST RECEIVED AT THE Book Store of (663) H. M. WHITREY. Silica Slates,

OF VARIOUS SIZES, PROM 50 Cts TO \$1 50 cach. Very convenient for a Store, Office, or Workshop. (674) H. M. W.HITNEY. Payson's Indelible Ink.

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The Latest Publications.

Carrying the United States Mails.

ARRIVALS. DEPARTURES. ThursdayOct. 14 WednesdayOct. 20 MondayNov. 22 SaturdayNov. 27

Schooner Active, Will run as a Regular Packet to the above ports, touch-hing at LAHAINA. For Freight or Passage apply to

LIVE YANKEE, Will leave every Monday afternoon for Ports on Oahu, returning Saturday mornings.

THE FAST-SAILING CLIPPER SCHOONER

KONA PACKET

PRINCE.

For Freight or Passage apply to the Captain on board, or to 686 6m CHAS. N. SPENCER & CO., Agents.

SMITH, MASTER,

Will run regularly to MOLOKAI. For freight or passage apply to the Captain, or to 685 6m CHAS. N. SPENCER & CO.

MARY ELLEN. For freight or passage apply to the Captain on board, or to 685 6m C. BREWER & CO.

NETTIE MERRILL. Is laid on as a Regular Packet to Lahaina, and, if sufficient inducement offers, to Maslea and Kalepolepo.

For Freight or Passage apply to the Captain, or H. HACK-FIELD & Co.

683 3m

FOR MARKING LINEN, TO BE USED without any preparation—the best marking lak in use. For sale by [514 H. M. WHITNEY.

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Blacksmithing and Horse-shoeing.

Tin, Copper, Zinc and Sheet Iron Workers,

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W. FISCHER, Cabinet Maker and French Polisher,

Fort and Hotel Streets, Honolulu. IF Carriages Trimmed with neatness and dispatch. Island Orders attended to promptly. 690 ly

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SAMUEL M. CARTER.

WILLIAM CLARK,

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